



## Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact [support@jstor.org](mailto:support@jstor.org).

ment. To facilitate the elimination of these unjust discriminations in commodities, localities or persons, Mr. Dunn suggests, wisely we think, that the Interstate Commerce act and the Sherman act be so amended as to allow considerable cooperation between the carriers, and that the commission should prescribe the minimum rates as well as the maximum. The relation of the valuation of the railway plant to railway profits is admirably presented, and so is the subject of efficiency and economy. To allow the more efficiently managed railway the right to earn larger profits would, he thinks, tend to foster efficiency in railway management—a thing needed by the shippers. The chapters which treat of the railway's relation to the proposed inland waterways and which consider who shall regulate the railway operation are very suggestive and valuable. Mr. Dunn has made a strikingly valuable point in his analysis of the railway commissions, as to who the commissioners are, whether they are appointed or elected, and whether they are railway experts or partisan shippers or ordinary politicians.

The errors in the book are relatively few. The merits are important.

CHARLES L. RAPER.

*University of North Carolina.*

---

**Garbett, C. F.** *The Church and Modern Problems.* Pp. vii, 221. Price \$1.00.  
New York: Longmans, Green & Co., 1911.

The attempt to state what should be the attitude of the Anglican Church to a round dozen of "the modern problems of religion, thought and action," within the compass of a little more than two hundred pages is no slight task, and considering the difficulties of the undertaking, it must be admitted that the author of *The Church and Modern Problems* has produced an interesting and useful book. The range of topics is wide; for the volume is a collection of lectures and addresses delivered, during a period of about two years, in the course of the author's ordinary parish work as a priest of the Church of England. Among the problems are such unrelated subjects as the Reunion of Christendom and Socialism, but a certain unity is given to the whole by the purpose of the book which is always to make clear the relation of the Church to the particular problem under discussion. Those who expect to find considerable space devoted to the duty of the Church in the present social and economic situation, the problems of which are engaging so large a share of public attention in England to-day, will be disappointed. The New Theology and certain aspects of modern philosophical and religious thought are considered at much length but the Church and Social Problems is disposed of in a single chapter, although it is but fair to add that some phases of the social question, such as Divorce and Temperance Reform, are separately dealt with.

The treatment of the topics is intentionally popular but always thoughtful. A loyal servant of the Church, the writer nevertheless tries to look facts squarely in the face and his conclusions upon the whole are tolerant and judicious. If the book represents the attitude which any influential number of the clergy of the Church of England are taking towards the religious and social questions of the day, one must believe that the Church is destined to function with yet greater power in the life of the English nation.

*Union Settlement, New York.*

GAYLORD S. WHITE.